

Roundabout

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Traffic Calming Problem Solved in a Roundabout Way

By MORAG MACLACHLAN

After years of accidents and a brief halt to the project at the end of April, the roundabout at the intersection of Lincoln and Congress Streets near Exit 11 is close to completion.

The idea to implement this structure came after this intersection was listed as one of the top 1,000 high-accident intersections in the state.

The state is paying \$360,000 to build the roundabout. According to DPW Director Wally

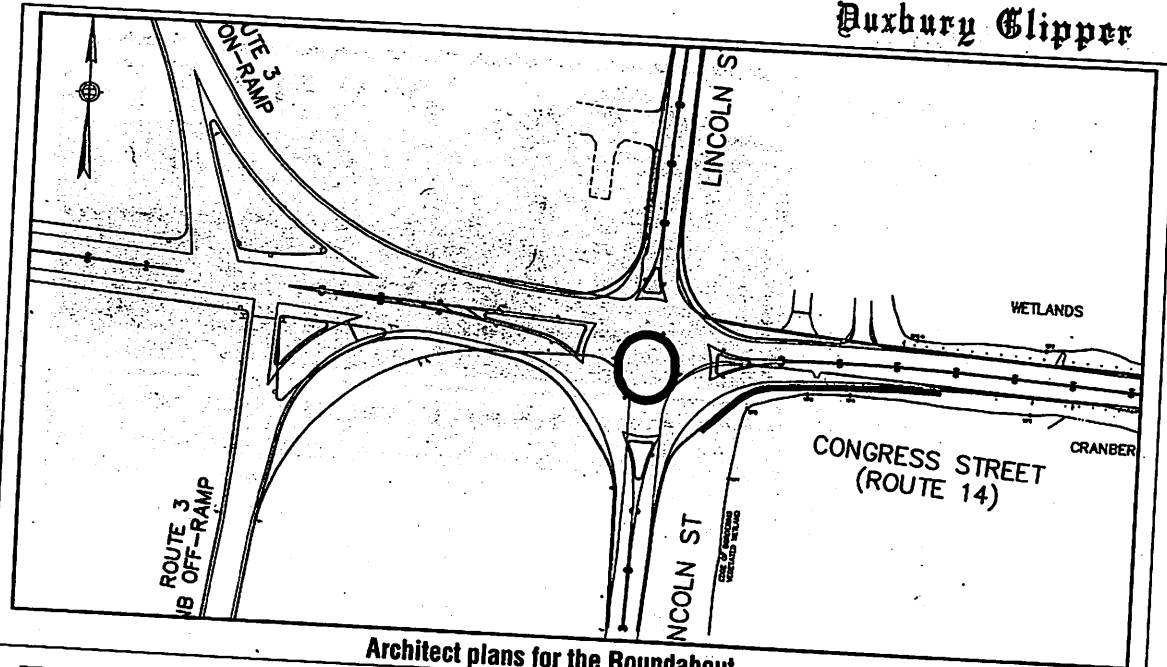
Tonaszuck, the town only had to contribute \$21,000 to the project.

The roundabout will be designed to prevent accidents and lessen the scale of an accident if one should occur. According to research done by the National Transportation Research Board, roundabouts reduce injuries by 60 to 90 percent. This intersection has been the scene of hundreds of traffic accidents and two fatalities in recent years.

According to Joe Shea, chairman of the Highway Safety Advisory Committee, the road was narrowed and the lane tightened at the off ramp of Exit 11. This was done so cars would enter the roundabout in a straight line.

Road signs with fiber optic illumination will alert motorists to the upcoming roundabout, as will warning signs on all four roads.

The blinking light fixture in
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Architect plans for the Roundabout

Roundabout Project Nears Completion

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the old intersection marks the top of the new roundabout. The middle oval shaped island of the roundabout is where shrubs will be planted. In the event of an accident that causes a car to head for the center of the rotary, these shrubs will act as a soft barrier.

There will also be four splitter islands at each entrance to the roundabout. These fixtures will help prevent accidents by forcing cars to reduce their speed to maneuver around the islands and enter the roundabout.

Scored concrete similar to

that found on the side of highways will be placed as a warning strip for cars and the rear wheels of trucks and buses.

There will be underground drainage to prevent puddles and ice that can cause accidents.

"Roundabouts are statistically proven to reduce accidents," said Shea. "There is no other solution to this problem. Lights would only cause a back up onto the highway."

This roundabout is significant because it is the first to be paid for by the state. PA Landers of Hanover is the company installing the roundabout.

Roundabouts differ from

rotaries in several ways.

"Rotaries are bigger and usually allow more than one lane of traffic to travel through at one time," said Tonaszuck.

Roundabouts are designed to slow traffic down by making cars enter at an angle that forces them to yield.

The project was halted for a short time at the end of April due to insufficient funding. The work on the roundabout had progressed so quickly that the funds from fiscal year 2000 budget were used up before the next year's budget kicked in.

The roundabout should be finished by October 28.